Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (CURRENTLY AMENDED) A rear covering part of a motor vehicle having a tail pipe orifice fastened ~~thereto~~ to said rear covering part for an exhaust system of a motor vehicle, having a bordered passage opening for the tail pipe orifice, the tail pipe orifice comprising

- an air inlet section including an inlet opening which communicates in a non-contacting manner with a tail pipe of the exhaust system and extends over the tail pipe, said inlet opening situated at a radial distance from said tail pipe, whereby heat transfer is minimized between said tail pipe and said tail pipe orifice,
- an outlet opening situated downstream with respect to the inlet opening,
- a transition section situated between the inlet opening and the outlet opening and tapering in its cross-section, and
- an interior cross-section of the inlet opening which is larger than the exterior cross-section of the tail pipe, and
- wherein a passage cross-section along the entire length of the tail pipe orifice is larger than an exterior cross-section of the tail pipe of the exhaust system.

2. (ORIGINAL) The rear covering part according to claim 1, wherein the tail pipe orifice is constructed as a double-walled pipe with a jacket for air can flow.

3. (ORIGINAL) The rear covering part according to claim 2, wherein the tail pipe orifice is fastened by means of several strip-shaped

fastening lugs originating from an exterior pipe wall of the double-walled pipe to the rear covering part, by way of a fastening frame.

4. (ORIGINAL) The rear covering part according to claim 1, further including

a second air outlet opening provided between the tail pipe orifice and the rear covering part.

5. (ORIGINAL) The rear covering part according to claim 4, further including

a covering, having at least one breakthrough, arranged in the second air outlet opening.

6. (ORIGINAL) The rear covering part according to claim 5,

wherein the covering is fixed on at least one of the rear covering part and a fastening frame.

7. (ORIGINAL) The rear covering part according to claim 3, wherein

the fastening lugs have a U-shaped or L-shaped construction and in that one leg is linked to the tail pipe orifice and the other leg is linked to the rear covering part or to the fastening frame.

8. (ORIGINAL) The rear covering part according to claim 3, wherein

the fastening lugs have a diminished cross-section which presents an increased resistance to the heat conduction.

9. (ORIGINAL) The rear covering part according to claim 1, wherein

the tail pipe orifice is constructed as a double tail pipe orifice and two pipe sections are arranged side-by-side or above one another.

10. (ORIGINAL) The rear covering part according to claim 5, wherein

the covering has a frame which surrounds the tail pipe orifice and which is used for the fastening of the covering to the rear covering part and reaches over the mouth edge of the passage opening as a shielding orifice.

11. (ORIGINAL) The rear covering part according to claim ~~1~~ 5, wherein said covering part is at least one of made of a plastic material and is painted and coated.

12. (ORIGINAL) The rear covering part according to claim 7, wherein

the fastening lugs have a diminished cross-section which presents an increased resistance to the heat conduction.

13. (CURRENTLY AMENDED) A tail pipe orifice structure for a motor vehicle exhaust system, comprising:

an air inlet section including an inlet opening with an interior cross-section larger than an exterior cross-section of a tail pipe of said motor vehicle;

an outlet opening positioned downstream from said inlet opening;

a transition section situated between said inlet opening and said outlet opening and having a tapered cross-section;

wherein a passage cross-section along an entire length of the tail pipe orifice structure is larger than an exterior cross-section of the tail pipe, whereby the entirety of said air inlet section is spaced apart from said tail pipe in a non-contacting manner, in order to minimize heat transfer from said tail pipe to said air inlet section.

14. (ORIGINAL) The structure according to claim 13, wherein said inlet opening communicates with the tail pipe, extends over the tail pipe and is situated at a radial distance from said tail pipe.

15. (ORIGINAL) The structure according to claim 13, wherein the tail pipe orifice structure is constructed as a double-walled pipe with a jacket for air flow.

16. (ORIGINAL) The structure according to claim 15, wherein the tail pipe orifice structure is fastened by means of a plurality of strip-shaped fastening lugs extending from an exterior pipe wall of the double-walled pipe to a rear covering part.

17. (ORIGINAL) The structure according to claim 13, further including a second air inlet opening.

18. (ORIGINAL) The structure according to claim 16, further including covering having at least one breakthrough arranged in the second air inlet opening.

19. (ORIGINAL) The structure according to claim 17, wherein the covering is fixed on at least one of a rear covering part and a fastening frame.

20. (ORIGINAL) The structure according to claim 13, constructed as a double tail pipe orifice and two pipes section arranged side-by-side or above one another.